



City of Seattle

Department of Planning and Development

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3011515

Applicant Name: SA Architecture for North Seattle Community College

Address of Proposal: 9600 College Way North

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 23,300 sq. ft. second story addition to an existing major institution (North Seattle Community College Technology Building) on a site with an environmentally critical area.

The following approval is required:

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS
☒ DNS with conditions
☐ DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

BACKGROUND DATA

Site Location: The subject site is located on the North Seattle Community College (NSCC) campus, above the existing Technology Building, near the center of the NSCC campus.

Zoning: Properties east of College Way N. between N. 92nd St. and N. 103rd and west of I-5 are located on campus. The project site is zoned Lowrise Three (LR3) and Lowrise One multifamily residential development (LR1) within the Major Institution Overlay District (MIO with a 105 foot height limit). Properties outside of the College, west of College Way N., are zoned single family (SF 5000). The proposal site is also located within the Northgate Overlay District.

Parcel Size: The NSCC Campus has an area of about 779,000 sq. ft.

Existing Use: The subject site is located entirely within the classroom portion of the NSCC Campus. This proposed 23,300 sq ft., steel framed addition would be on the roof of the existing Technology Building.

Proposal Description: The proposed second story addition to the Technology Building would be accomplished in conjunction with a remodel of the existing building to provide an expanded and newly designed and fitted educational space. As part of the project 1,000 cu. yds. of cut and 500 cu. yds. of fill would take place during upgrades to the existing building foundations and creation of a free-draining gravel layer under a previous pavement courtyard at grade to the north of the building. A new stormwater planter would accept 5,600 sq. ft. of roof area runoff. No additional parking would be created on the NSCC Campus.

Public Comment: No public comment was received.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist prepared by the applicant dated August 9, 2010, received April 13, 2011 and annotated by the Department. The information in the checklist, the supplemental information submitted by the applicant, including Traffic and Parking impact information prepared by TSI, Inc., and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665D) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, “Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation,” subject to some limitations. Under such limited circumstances (see SMC 25.05.665.D.1-7), mitigation may be considered by the Department.

Short-Term Impacts

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with construction activities. Most short-term impacts are expected to be minor, and compliance with existing applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. For example, the Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes, and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and nonrenewable resources. Several adopted codes and/or ordinances provide mitigation for some of the identified impacts.

Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. However, given the amount of building activity to be undertaken in association with the proposed project, additional analysis of drainage, grading, traffic, circulation and parking, noise, and greenhouse gases is warranted.

Drainage

Soil disturbing activities during site excavation for foundation and site improvement purposes could result in erosion and transport of sediment. The Stormwater, Grading and Drainage Control Code provides for extensive review and conditioning to prevent these impacts of the project prior to issuance of building permits. Therefore, no further conditioning is warranted pursuant to SEPA policies.

Traffic, Circulation and Parking

Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during excavation and construction activities. The SEPA Overview Policy (SM C 25.05.665) and the SEPA Construction Impacts Policy (SM C 25.05.675B) allows the reviewing agency to mitigate impacts associated with transportation during demolition and construction. The construction activities will require the removal of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which impact is unmitigated by existing codes and regulations.

During demolition and construction, the existing City code (SMC 11.62) requires truck activities to use arterial streets to the greatest extent possible. This general area is subject to traffic congestion during the PM peak hour, and large construction trucks would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675(B) (Construction Impacts Policy) and SMC 25.05.675(R) (Traffic and Transportation), additional mitigation is warranted.

For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of “freeboard” (area from level of material to the top of the truck container) be provided in loaded uncovered trucks to minimize the amount of spilled material and dust from the truck bed en route to or from a site.

On-street parking in the neighborhood is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties. The owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site.

The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires and removal of debris, and regulates obstruction of the pedestrian right-of-way. This ordinance provides adequate mitigation for these construction transportation impacts; therefore, no additional conditioning is warranted pursuant to SEPA policies.

For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 4:00 p.m. and 6:00 p.m. on weekdays. This condition will assure that construction truck trips do not interfere with daily PM peak traffic in the vicinity. As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of existing City Code (SMC 11.62).

Noise

All construction activities are subject to the limitations of the Noise Ordinance. Given the large distances between the area of proposed construction and residential areas adjacent to the College the restrictions on noise generation found in the Seattle Noise Ordinance is expected to be sufficient.

Greenhouse Gas Emissions

Construction activities, including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves, result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Long-Term Impacts — Use-Related Impacts

Height, Bulk and Scale

The SEPA Height, Bulk and Scale Policy (25.05.675.G) states that:

“...the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies...for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.”

The proposed structure would appear to be at the same height and scale as existing buildings immediately around it. The new structure would be hundreds of feet from any property boundary of the College.

No SEPA based mitigation of Height, Bulk and Scale impacts appears to be warranted.

Historic and Cultural Preservation

The building to be affected by the proposal appears to have been constructed in the 1970s and does not appear to present historic landmark characteristics.

Public View Protection

The SEPA Public View Protection policy allows the reviewing agency to mitigate impacts to public views of significant natural and human-made features from public places consisting of specified viewpoints, parks, scenic routes, and view corridors as identified in Attachment 1 to the Environmental Policies and Procedures Ordinance.

No adverse public view impacts are anticipated from the proposal.

Traffic and Transportation

A Traffic Impact Study was prepared by TSI, Inc, dated January 4, 2010. It predicts the proposed addition to the college would generate 24 new P.M. Peak Hour trips and would not change the level of service at any of the analyzed (nearby) intersections.

No SEPA Policy based mitigation of transportation impacts is warranted.

Parking

The College is approved, under its MIMP, for up to 1,689 parking spaces. It would have 1,577 after completion of the proposed project. The College administers an active Transportation Management Plan (TMP). The TSI study estimates that 58% of the student population and 62% of the faculty and staff commute in a single occupancy vehicle. The TMP goal is 50%. Parking is charged for and transit subsidies are provided. The College continues to implement its TMP towards meeting the plan goals. A Residential Parking Zone is in place in areas around the College to protect that parking for use by area residents.

No SEPA policy based mitigation of parking impacts is warranted.

The existing TMP provides that the parking rate for Carpool or Vanpool vehicles (HOVs) is to be no more than 50% of the rate for SOVs. Information in the TSI study indicates the rate currently being charged for HOVs is slightly more than 50% of that for SOVs. This rate structure should be adjusted.

Greenhouse Gas

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS - SEPA

During Construction

1. Construction-related truck trips are prohibited during the hours between 4:00 p.m. and 6:00 p.m. on weekdays.
2. Construction vehicles and equipment shall be parked on the subject site.

On-Going Requirement

The existing Transportation Management Plan limits the rate charged for parking of carpool and vanpool vehicles to no more than 50% of the amount charged for single occupant vehicles.

Signature: (signature on file)
Scott Kemp, Land Use Planner
Department of Planning and Development

Date: December 15, 2011